

Baltimore County Focus on Community

**A COMMUNITY
CONSERVATION PLAN FOR
LUTHERVILLE**

As Adopted by the Baltimore County Council on February 20, 1996

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
LEGISLATIVE SESSION 1996, LEGISLATIVE DAY NO. 4
RESOLUTION NO. 8-96

MR. DOUGLAS B. RILEY, COUNCILMAN

BY THE COUNTY COUNCIL, FEBRUARY 20, 1996

A RESOLUTION to adopt the Lutherville Community Conservation Plan as part of the Baltimore County Master Plan 1989-2000.

WHEREAS, the Baltimore County Council adopted the Baltimore County Master Plan 1989-2000 on February 5, 1990; and

WHEREAS, the Master Plan advocates strong actions for conserving and enhancing the County's established communities, including the preparation of detailed local plans for certain designated areas; and

WHEREAS, a committee composed of County staff and residents of the Lutherville area, working under the auspices of the Lutherville Community Association, prepared the Lutherville Community Conservation Plan; and

WHEREAS, the Plan thoroughly documents existing conditions and issues in the Lutherville community, which is a logical unit for planning within Baltimore County, and proposes reasonable actions for protecting and improving the community, in accord with the principles adopted in the Master Plan; and

WHEREAS, by Resolution adopted September 21, 1995, the Baltimore County Planning Board adopted the Lutherville Community Conservation Plan, with amendments, to constitute a part of and an amendment to the Master Plan; and

WHEREAS, the County Council held a public hearing on the recommended Lutherville Community Conservation Plan on January 16, 1996.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Lutherville Community Conservation Plan, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 1989-2000 to be a guide for development of the Lutherville community, subject to such further modifications as deemed advisable by the County Council.



Baltimore County
Planning Board

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RESOLUTION
Adopting and Recommending the
COMMUNITY CONSERVATION PLAN
FOR LUTHERVILLE

WHEREAS, the Baltimore County Master Plan 1989-2000 advocates strong actions for conserving and enhancing the County's established communities, including the preparation of detailed local plans for certain designated areas; and

WHEREAS, the Master Plan also specifies that plans prepared by community associations should be evaluated for possible adoption by Planning Board and County Council; and

WHEREAS, a Committee of residents in the Lutherville area, working under the auspices of the Lutherville Community Association, and with assistance by County staff, has prepared a Community Conservation Plan for Lutherville; and

WHEREAS, the draft plan thoroughly documents existing conditions and issues in the Lutherville community, which is a logical unit for planning within Baltimore County, and proposes reasonable actions for protecting and improving the community in accord with the principles adopted in the Master Plan; and

WHEREAS, the draft of the Community Plan, as submitted on April 27, 1995, was the subject of a public hearing on May 18, 1995, and was discussed in Committee meetings on June 1, June 15, and September 21, 1995;

NOW, THEREFORE, BE IT RESOLVED, pursuant to Section 26-81 of the Baltimore County Code, 1988, that the Baltimore County Planning Board hereby adopts the Community Conservation Plan for Lutherville, February, 1995, as amended on September 21, 1995, to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and

BE IT FURTHER RESOLVED, that the Community Conservation Plan for Lutherville shall be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter.

DULY ADOPTED by vote of the
Planning Board this 21st day
of September, 1995

A handwritten signature in cursive script, appearing to read "Pat Keller".

Pat Keller
Secretary to the Planning Board

PK/rh

RESOLUTN/PZONE/TXTRLH

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INTRODUCTION

NEED FOR A COMMUNITY CONSERVATION PLAN

Founded in 1852, Lutherville is one of the oldest settlements in Baltimore County, predating the County's incorporation (see Appendix A). Lutherville is an unique and eclectic mix of the past and present with a wealth of diverse historical resources and some attractive natural features. It is well located near major transportation routes with convenient access to jobs, stores, and community services.

The area represented by the Lutherville Community Association is bounded by Ridgely Road to the north, Interstate 83 to the west, Interstate 695, Seminary Avenue and Bellona Avenue to the South, and York Road to the east. Lutherville is defined as a Community Conservation Area in the Baltimore County 1989-2000 Master Plan. In addition, a substantial portion of the area is designated as a Baltimore County Historic District.

The Lutherville Community Association (LCA) has a well established history of involvement in community issues. However, with increasing pressures a more formal plan is needed. The long settled "neighborhoods" of Lutherville are facing encroachment of higher intensity uses on every front: retail and residential development along Seminary Avenue; office encroachment along Bellona Avenue near the Charles Street Beltway interchange; office, retail and light industrial uses in the Ridgely Road corridor; slowly intensifying retail and office use along York Road. These encroachments and the dramatic traffic increases associated with area-wide development are threatening the quality of life and the very essence of this long established historically residential community.

There are requests for higher intensity rezoning during each comprehensive zoning cycle. The Hunt Valley-Timonium Redevelopment Study established there should be no additional commercial encroachment upon Lutherville's residential community. These rezoning requests involve properties along the boundary areas of the community, as well as within its heart. Also of concern are development sites within the community: the College Manor Nursing Home property, the Bautz property and many smaller in-fill residential parcels. The community is also concerned about expansion of the Lutherville Fire Station and of the light rail stations and parking areas.

Lutherville residents recognize that development and change are inevitable and the forces of change represent both adversity and opportunity. Adversity, because in the absence of a Community Conservation Plan, inappropriate development will overtake the community, causing a permanent decline in the quality of life. Opportunity, because the implementation of a well defined Community Plan will help preserve and improve the character of this unique community. Active involvement of Lutherville residents and businesses in addressing the issues affecting our neighborhood is essential to the preservation of this community.

PURPOSE OF THE PLAN

The Community Plan for Lutherville has been developed by the LCA to assess critical issues and to define goals and an action plan. The key issues are: zoning and land use, traffic, pedestrian safety, environment, open space, recreation and preservation of the residential character of the community. The Lutherville Community Association is also the guardian of one of Baltimore County's premier Historic Districts, safeguarding this valuable resource for all county residents now and in generations to come. As such, the Plan also addresses issues related to preservation of the Historic District and the quality of new development.

The LCA is presenting this draft for discussion by community residents and businesses so that consensus can be achieved on the communities' goals and the action plan for achieving these goals. The revised Plan will be submitted to the Baltimore County Planning Board and the Baltimore County Council for adoption as an amendment to the Baltimore County Master Plan. When adopted, the Plan will provide guidance to the LCA, property owners, residents and businesses. It is also intended to help the LCA better communicate the community's concerns to elected representatives, to Baltimore County agencies (Planning and Zoning, Public Works, Parks and Recreation, Environmental Protection, Board of Education, etc.) and to state agencies (Transportation, Natural Resources, Environment, the Maryland Historic Trust, etc.)

REGIONAL CONTEXT

The Lutherville Community Plan (LCP) area is located in the Central Sector of Baltimore County, to the south of the Hunt Valley-Timonium Redevelopment Study (HV/T) area and north of the Towson Community Plan area. The HV/T Plan, adopted by the Baltimore County Planning Board on April 15, 1993, promotes the area located to the north of Lutherville as a more intensive office, industrial and mixed use development area. The area serves as a major employment center due to the existing zoning and land use patterns as well as the infrastructure that is in place. As of January 1993, the HV/T area employed over 10 percent of the County's total work force and about one fourth of the County's industrial workers. The Towson community Plan, adopted by the Baltimore County Council on February 3, 1992, has designated the area to the south of the Lutherville Community Plan area as a Community Conservation Area, Outer Neighborhood. This designation was developed in the 1989-2000 Baltimore county Master Plan in order "to maintain and enhance the physical, social and economic resources of the County's older, urban area communities."

Major transportation systems are located in proximity to the LCP area, i.e. Charles Street, York Road, I-695, I-83 and the Central light rail transit line. Seminary Avenue and Bellona Avenue serve as major collector roads which traverse the plan area. Along the south side of the plan area, the terminus of Charles Street at I-695 and the configuration of the Charles Street interchange contribute to traffic patterns that funnel traffic through the residential community between I-695 and Seminary Avenue and/or Ridgeley Road.

The major transportation systems have shaped the development of the Hunt Valley-Timonium employment center as well as the Lutherville community. They have provided significant benefits to both areas. While there are few undeveloped parcels in the HV/T area, redevelopment potential of under utilized parcels is very attractive and would allow the County to maximize its investment in the existing infrastructure. The Central light rail transit line, the extension of Warren Road to Beaver Dam Road with the construction of a partial interchange at I-83, the proposed Beaver Dam Road extension to Padonia Road and the construction of a connector road between Greenspring Drive and Aylesbury Road have greatly improved or will improve traffic circulation and accessibility within the HV/T area.

Lutherville, designated as a Community Conservation area in the 1989-2000 Baltimore County Master Plan, has the County's commitment to continue into the future as a strong, viable residential community. While growth and redevelopment will occur in the HV/T area to the north, it should occur in a manner that uses the regional transportation system and not the local neighborhood streets of Lutherville. A proposed Beltway stop for the Central light rail transit line should be designed with direct access to the Beltway and not local streets.

A transportation study is needed to consider additional transportation improvements to divert non-local traffic from Lutherville's neighborhood streets. The study will evaluate the major transportation network and will consider the most appropriate mechanisms to accomplish the aforementioned goal. The

study would enhance both the Lutherville National Register Historic District and the regional transportation network.

KEY ISSUES, GOALS AND ACTIONS

LAND USE AND ZONING CONFLICTS

Lutherville has several distinct "neighborhoods", Historic Lutherville, Country Club Park, School Lane, Burton Avenue and the neighborhood south of Seminary Avenue. These are all long settled and largely built out residential neighborhoods. Recognizing that a change of character would result if the Historic District were built out to DR-3.5 zoning, the residents supported downzoning some of the community to DR-2 during the 1988 Comprehensive Zoning Map Process. However, there is still considerable development pressure on undeveloped or under utilized parcels.

A major concern to the residents of Lutherville is the prospect of Seminary Avenue changing, over time, to resemble York Road or East Joppa Road, with strip commercial uses and multiple traffic access points. The concern is based upon a pattern of spot rezoning to higher intensity uses along Seminary Avenue, Bellona Avenue and Ridgely Road. Roundtop Apartments, the DR 16 zone on the north side of Seminary Avenue just east of I-83, represented the first intrusion of higher density residential uses along Seminary Avenue. While this development presented little disruption to the quiet historic community, it set a precedent for the addition of similar uses along a narrow tree-lined roadway poorly suited to accommodate a proliferation of traffic access points. By contrast the Business Roadside Zone south of Seminary Avenue along the railroad tracks and the O-R-1 zone adjacent to it were serious intrusions, located deep within the neighborhood, more than a quarter of a mile from I-83 and nearly three quarters of a mile from York Road. Along Bellona Avenue as it approaches the Beltway, non-residential zoning is appropriate, but the current zoning BR (Business Roadside) is too intensive for this location on the Beltway ramp. Commercial and office zoning along Ridgely Road and York Road needs to be contained; the homes on Seminary Road closest to York Road are being used for offices despite residential zoning.

Although RO (Residential Office) zoning on the south side of Ridgely Road at Kurtz Avenue is intended to function as a buffer between commercial uses to the north and residential uses to the south of Ridgely, requests for higher intensity non-residential zoning south of the RO zone suggest that there has been a misinterpretation of this zone as the initial phase of non-residential zoning of this northern part of Lutherville. No further expansion of non-residential uses should be permitted.

Lutherville is not alone in its struggle to protect the residential character of the community from commercial encroachment. To help established communities, several new zoning zones have recently been created. A community conservation overlay zone might be created for Lutherville which would restrict certain uses currently allowed in the underlying existing zoning zones. Alternately, the new CB (Community Business) or BLR (Business Local Restricted) zones may be appropriate. These options need to be explored to determine what to request during the next Comprehensive Zoning.

The current zoning is shown in Map 2. Appendix B provides a brief description of the various zoning classifications, including a chart summarizing the new CB and BLR zones.

In addition to commercial zoning problems, the community also has concerns about several other types of developments. Many existing residential lots are still large enough to permit subdivision. Panhandle lots create awkward relationships and should be discouraged.

College Manor occupies a very large site and includes another parcel on the SE corner of

Seminary and Francke Avenues. Some expansion of the nursing home or a related residential development would be appropriate. Traffic design compatibility and retention of some open space will be of concern.

The community is concerned about an increase in crime in the Ridgely Road area. LCA should continue to work with the MTA and the County police to improve security.

Goal: To protect Lutherville's residential character by deterring any further expansion of non-residential uses.

Action 1: Work with Baltimore County and non-residential business/property owners to refine Lutherville's zoning during the next Comprehensive Zoning Map Process (beginning August 1, 1995). Lutherville's existing residential zoning pattern should be retained (DR 2, 3.5 or 5.5). No further encroachment of commercial, office or light industrial uses within these traditionally residential areas should be allowed.

The BR and BL commercial zones near the railroad tracks should be changed to the new CB (Community Business) zone if business/property owner support can be obtained. Language was added when this zone was adopted to prevent its application to already developed commercial areas. This prohibition should be removed if it is to be useful in protecting established neighborhoods such as Lutherville. If this prohibition can not be changed, the LCA should work with the County to define how a community conservation overlay zone could be designed specifically for Lutherville. Certain intensive uses which are permitted in the BR and BL zones should be prohibited. The only reason for commercial zoning at these sites was the existence of a few scattered commercial uses predating zoning. The intent is to recognize existing commercial uses, but to take a definite stand against any expansion or intensification of commercial use within the residential community. Similar treatment of the BL zoned land on Seminary just west of York Road should also be considered. The LCA should request zoning enforcement to prevent adjacent homes being used for offices.

The offices on Bellona Avenue at the Beltway ramp should be changed from BR to O-3. Access is very restricted and retail uses permitted in the BR zone would cause major traffic problems on the Beltway ramp.

The LCA and property owners will need to reach agreement on appropriate zoning modifications, and they are to be included in the 1996 Comprehensive Zoning Map Process.

Action 2: Work with MTA and local elected officials to insure that light rail operations and parking facilities are planned so there is no intensification of non-residential activity. Continue to work with the MTA and County police to improve the security plan for the existing Lutherville Light Rail station.

Action 3: Work with the owner of College Manor to ensure that any development plans would be for a nursing home/life care facility or single family homes that would be compatible with the design of the existing building and adjacent residences. Re-zoning for office, retail or apartment use would generate too much traffic and adversely impact the community. Due to noise and traffic, the corner of Seminary and Front Avenues should ideally become a park.

Action 4: Develop guidelines for new in-fill residential development to ensure it is compatible with the fabric of the surrounding neighborhood. (See draft guidelines in Appendix E).

TRAFFIC CIRCULATION PATTERNS

Traffic is choking Lutherville's residential neighborhoods. The residents of Country Club Park have difficulty getting out of their neighborhood onto Seminary Avenue. The residents of the historic district have so much cut-through traffic that it is difficult for them to safely walk around their neighborhood.

Even though Lutherville has been nearly completely built-out for over thirty years, the amount of traffic cutting through the community has continued to increase dramatically each year. The County has approved extensive residential development along Seminary Avenue west of I-83 without planning appropriate commercial services such as a grocery store or pharmacy. Riderwood and Ruxton are also underserved. This is turning the historic district into a highway. Seminary Avenue has experienced a volume increase of approximately 80% just within the past 5 years. It is likely that 75 - 80% of the traffic on Francke and Kurtz Avenues is short-cutting between Ridgely and Seminary Avenue. Seminary, Bellona, Front, Kurtz, Francke, Lincoln and Clark Avenues are currently experiencing excessive through traffic. The intersection of Francke, Kurtz and Ridgely is very congested and confusing because of the irregular configuration. Every effort should be made to redirect non-local traffic around Lutherville via arterial roads (695, I-83, and York Roads).

The existing Lutherville Light Rail station has become a transit hub, greatly increasing bus traffic as well as automobile traffic in the area. New or expanded Light Rail stations near or in the Lutherville Community Conservation area have the potential to add a traffic burden to currently over-used neighborhood streets. LCA will work with the MTA to minimize the traffic impact of any new or expanded Light Rail station. MTA should be encouraged to provide a traffic analysis for any new or expanded Light Rail Station in conjunction with the development process.

While through-trucks over 3/4 ton are not allowed on Charles Street south of the Baltimore City line, no such prohibition exists on the County portion of Charles Street nor on Seminary and Bellona Avenues. A prohibition against trucks does exist on Front, Francke and Kurtz Avenues, but is not uniformly enforced. Vibration damage from increasing truck traffic threatens many of the historic structures in Lutherville.

Despite heavy traffic, there are few sidewalks in the area. In the past, there were asphalt walkways in the historic part of Lutherville, but most of these have deteriorated with time and are now overgrown with grass. It is therefore difficult for residents and visitors to the historic district to walk around the immediate neighborhood and to access community parks, stores, and churches. With the 1993 reopening of the Lutherville Elementary School, pedestrian safety and the need for sidewalks has become more pressing. Many neighborhood children live close enough to walk, but must be bused due to the lack of sidewalks. A well-planned system of asphalt sidewalks could be financed with the savings from reduced busing costs and would greatly enhance the community.

Finally, as traffic on I-83 continues to grow the noise levels are rising for adjacent Country Club Park homes. Sound barriers would reduce noise and increase privacy and security. This area meets SHA standards for receiving noise mitigation, but unfortunately, the SHA has a long list of communities requesting noise barriers.

- Goal:** To protect residential neighborhoods and the historic district from encroachment of higher intensity activities requires a long range commitment to minimizing through traffic.
- Action 1:** Work with owner of the Timonium Mall to reduce cut-through traffic between Ridgely Road and Aylesbury.
- Action 2:** Work with the County and State to adopt a traffic mitigation plan to reduce the use of Lutherville's roadways for non-local travel, specifically between Falls Road and York Road and Seminary Avenue and Ridgely Roads, as well as between the Beltway and York Road. LCA will undertake origin and destination studies for traffic using these routes to verify the amount of non-local traffic. Identify measures for diverting through traffic to arterial roads outside the residential community. A series of alternatives are presented in the draft traffic mitigation plan in Appendix D. After the traffic mitigation plan is refined, the LCA will meet to select preferred alternatives for testing.
- Action 3:** Any future widening of Seminary and Bellona Avenues should be limited to intersection-related improvements to preserve the tree-lined historic character of Lutherville, to provide pedestrian access and to discourage use of these roads as alternatives to the Beltway, Joppa Road, Timonium Road or York Road.
- Action 4:** Monitor speeds and traffic volumes on local neighborhood streets. If excessive, the LCA and the Bureau of Highways and Traffic Engineering should identify the best means to alleviate the problem. This would apply immediately to Front, Kurtz, and Francke Avenues, and perhaps Clark to Lincoln Avenues as well. Consideration should be given to making some of these streets one way, with bike lanes and pedestrian walkways. Testing of alternatives may be the best way to achieve consensus on the preferred solution.
- Action 5:** Retain speed limits at a maximum of 25 mph. Study the possibility of restricting through-trucks over 3/4 ton capacity on Charles Street, Seminary and Bellona Avenues. Work with the Police Department to enforce. Also work with the police to enforce stop sign violations.
- Action 6:** Continue to improve the sight lines at Seminary and Greenspring so that residents of Country Club Park can safely access Seminary Avenue. Retest periodically for signal warrant at Seminary and Greenspring.
- Action 7:** Develop a system of asphalt paths throughout the community to connect the Lutherville Elementary School, parks, churches, and commercial areas. The heavily used dirt path linking Country Club Park to Ridgely Road shopping is very muddy adjacent to Roland Run. Consideration should be given to installing an improved walkway, possibly with a footbridge over the stream.
- Action 8:** Urge the SHA to install noise barriers along I-83 adjacent to the 700 - 900 blocks of College and Morris Avenues, as well as Goucher at Spring Avenue.

ENVIRONMENTAL FEATURES

Streams and woods are important environmental features of Lutherville. Protecting these features and addressing flooding and water quality problems are key objectives.

Streams and Floodplains

There are two ridge lines within the community: one is located along Hilltop Road; the other is located in the Historic District east of College Manor. These hills are separated by Roland Run. A branch of this stream runs along the western edge of Country Club Park southward between School Lane and Burton Avenue.

The floodplains created by these streams have helped to define existing development within Lutherville, creating boundaries between neighborhoods built in different periods and styles. In many places north of Seminary Avenue, the width of the floodplain exceeds 200 feet, and south of Seminary, the floodplain spreads to as much as 600 feet wide (see Map 4). These streams, which provide natural buffers between neighborhoods, can also function as important open space connectors which serve to bring residents together via pathways linking the community.

Roland Run presents several challenges. Some improved properties experience flooding or the continuous threat of flooding. Development upstream that predates current stormwater management practices is partly responsible. Other factors include the under-sized roadway culverts and the relocation of some portions of the stream bed to accommodate past development. Culverts under Morris Avenue, Seminary Avenue and the Beltway have helped to shape the current floodplain, sometimes to the detriment of nearby properties.

In addition to flooding problems, increased runoff from development has caused stream channel erosion, leading to sedimentation, reduced water quality, and degradation of stream life. Fill and debris are encroaching on the streambanks in the commercial area south of Seminary Avenue.

Goal: To reduce flooding and improve water quality in the Roland Run tributaries.

- Action 1:** An engineering study undertaken by Purdum and Jeschke, funded by the Baltimore County Department of Public Works, identified the impact of the floodplain on improved properties. That study could be used as a starting point to refine the HUD/FEMA mapping in this area, and to address the complaints of flooding on Trevor Court.
- Action 2:** Baltimore County's Department of Environmental Protection and Resource Management (DEPRM) should assess the possibility of constructing a storm water management facility that would provide quantity and quality control for run-off from adjacent commercial areas that have no stormwater management in conjunction with the Jones Falls Watershed Management Plan. A possible site for such a facility is the publicly owned land located at the northeast corner of Country Club Park. This should improve water quality in Roland Run and reduce streambank erosion.
- Action 3:** Streambank stabilization should be undertaken in places where erosion has occurred in conjunction with the Jones Falls Watershed Management Plan. Cleanup and/or reforestation of the stream buffer should be undertaken south of Seminary Avenue and may be appropriate in other areas. The community can provide support and seek assistance from the Boy Scouts, Save-Our-Streams, and other volunteer groups. A joint effort with the County Dept. of the Environmental Protection and Resource Management could produce significant improvements to stream ecology and aesthetics.

- Action 4:** The impact of the proposed "Towson/Beltway" Light Rail station on Roland Run would be negative for the community. Parts of this site are located within the floodplain and exhibit wetlands characteristics. The required facilities and associated large parking area could exacerbate upstream and downstream flooding and have an adverse water quality impact on Roland Run. LCA has serious concerns about construction within the 100 year flood plain.

Wooded Areas

The community is characterized by numerous wooded areas of several acres or more. The western, northern, and eastern boundaries of Country Club Park form a nearly continuous wooded buffer between the neighborhood and I-83 on the west, office and light industrial uses on the north, and the railroad on the east.

Goal: To preserve and enhance Lutherville's woodland and street trees.

- Action 1:** The LCA and DEPRM should undertake a program to plant additional trees and appropriate groundcovers adjacent to the Roland Run tributaries. DEPRM will evaluate appropriate locations and species of trees to be planted. This would help minimize erosion and would enhance the water quality in these tributaries.
- Action 2:** Almost all of the streets in the community including Seminary and Bellona Avenues are tree-lined. The LCA Greening Committee should continue working with the State Forest Conservancy District Board to regenerate and enhance the street tree population.
- Action 3:** Residents along the stream should be encouraged to utilize environmentally sound land use practices on their portions of the stream edge. DEPRM should undertake a public education program in conjunction with LCA.

OPEN SPACE AND RECREATION

Lutherville is fortunate to have some publicly owned parks and open spaces that should be protected (see Map 4). There are also some open space acquisition and enhancement possibilities.

Lutherville Elementary School and Seminary Park

These sites have served as major recreational areas in the community for many years. In the future there could be pressures for commercial redevelopment, a light rail station, or other high intensity uses. This type of redevelopment would damage the quality of life in two ways: the taking of recreational land and problems related to the new use (such as traffic and deterioration of the natural land features).

Goal: To protect and enhance these key recreational resources.

- Action 1:** Continue to use Seminary Park as a prime recreation site and discourage non-recreational uses such as Light Rail expansion.
- Action 2:** Improve pedestrian access to both recreation areas. Sidewalks or walkways are needed to provide safe access for children to the elementary school and access for all residents to the ballfield and fitness trail. A walking, jogging path along the Roland Run floodplain would improve access to Seminary Park for residents of Country Club Park, as well as those living east of the railroad tracks.
- Action 3:** Work with the County and Board of Education to further upgrade the playground facilities in conjunction with reopening Lutherville Elementary School. Consideration should be given to creating parallel or diagonal parking along Francke to accommodate sports events.
- Action 4:** The LCA should continue to work with the Dept. of Recreation and Parks to upgrade and maintain Seminary Park, especially the playground equipment.
- Action 5:** Since Lutherville residents utilize the Orchard Hills Park on Bellona Avenue, the LCA should support the Orchard Hills Community Association in ensuring this park is retained by the County for recreational use.

Passive Recreation and Natural Open Space

Passive recreation and natural open space is an important amenity in the community, particularly surrounding the Country Club Park neighborhood. As illustrated in Map 4, portions of this ring of wooded, natural open space around Country Club Park are already publicly owned, either as park land, drainage easements, or as floodplain.

Goal: To permanently protect natural buffer areas.

- Action 1:** The owners of floodplain or wooded land adjacent to Country Club Park should be encouraged to donate the land or conservation easements to the County. There are tax benefits from such donations. The LCA should identify the locations of undeveloped parcels that are candidates for additions to the community's open space system and approach the property owners about protecting these important natural areas.
- Action 2:** Encourage the County to purchase additional natural open space adjacent to the lands they

already own to further protect this natural neighborhood buffer. The LCA should evaluate underdeveloped parcels and identify acquisition priorities.

Roland Run Stream Park

The LCA and Baltimore County have in recent years created a playground and small stream park in the floodplain adjacent to Morris Avenue in Country Club Park. Some of the adjacent floodplain is publicly owned. Additional floodplain acquisition could create a stream park linking the Country Club Park neighborhood to Seminary Park. Paths, streambank restoration and planting would greatly enhance both the environmental and recreational value of the area. Roland Run is designated as a greenway in the County Master Plan. The Roland Run greenway concept involves constructing a trail along the stream and MTA right of way from Lake Roland to the Northern Central Railroad Trail in Ashland.

Goal: To create a Roland Run Stream Park.

Action 1: The LCA should work with the OPZ and Dept. of Recreational and Parks to evaluate environmental resources and land ownership in order to define greenway park alternatives for community discussion. If there is community support, work with the Dept. of Recreation and Parks to develop a master plan, cost estimates, and funding strategy for creation of this stream park within our neighborhood.

Action 2: Work with the Ruxton/Riderwood Community Association to determine whether there is land and support for creating a path within the Roland Run greenway. If so, plans for linking Lutherville portion of the greenway to these communities could be incorporated as a second phase after completion of Lutherville's stream park.

Victorian Park

The possibility exists to create a more formal Victorian park at the intersection of Seminary and Front Avenues that could be a focal point for the community.

Goal: To create a Victorian Park in the heart of Lutherville.

Action: The LCA should work with the owner of College Manor and the Department of Recreation and Parks to evaluate use and design possibilities, then to develop cost estimates and a funding strategy. This could be a public or a private park, depending on the concept and available resources.

HISTORIC PRESERVATION AND DESIGN QUALITY

Article X, Section 26-532 of the Baltimore County Code defines the following purpose for the establishment of historic preservation districts:

"In providing for the protection, enhancement and perpetuation of those structures and districts in the County of historical, architectural, archaeological, or cultural merit, the following objectives are sought to be attained:

- 1) To safeguard the heritage of the County as embodied and reflected in such structures and districts;
- 2) To stabilize and improve property values in such districts and in the County generally;
- 3) To strengthen the economy of the County; and
- 4) To promote the use of historic districts and landmarks for the education, pleasure, and welfare of the residents of the County.

The Lutherville Historic District is a primary feature of the community, listed both as a National Historic District and as a Baltimore County Historic District (see Map 2). As such, preservation of this area is important, not only to the residents of Lutherville, but to residents of Baltimore County and the State. For this reason, and in light of the objectives stated in the County Code, special consideration must be given to the needs of Lutherville, as external forces continue to threaten the preservation of this valuable resource.

Private development of parcels, as well as County and State projects such as the light rail and road improvements all impact the character of the historic district and the community as a whole. The LCA should take an active role to ensure that development is of high quality within the entire community. There are well-established design standards for restoration and additions to historic structures. However, design guidelines are needed for new residential development. Most development will involve single "in-fill" lots, but there are a few parcels with significant development potential, most notably College Manor.

The appearance of existing businesses within and adjacent to Lutherville is also of concern. Finally, the entrance points or "gateways" to Lutherville are not very distinctive or inviting and should be enhanced.

Goal: To protect and enhance Lutherville's historic residential character.

- Action 1:** The LCA should take maximum advantage of Lutherville's National and County Historic District designations. Monitor the County's actions on zoning and development proposals to ensure the County preserves the community's historic character. Monitor Federal and State actions to ensure they comply with requirements to evaluate and minimize adverse impacts on historic districts and structures.
- Action 2:** The LCA should investigate whether there is interest among the residents of Lutherville's two historically African American neighborhoods in expanding the boundaries of the National and/or the County Historic Districts to incorporate the School Lane/Railroad Avenue neighborhood or the neighborhood surrounding the Edgewood United Methodist Church on Bellona Avenue.
- Action 3:** The Lutherville Advisory Committee (LAC), which advises the Baltimore County Landmarks Preservation Commission, should prepare design guidelines for new in-fill development within the County historic district. These should address compatibility with the neighborhood. Draft guidelines are proposed in Appendix E. The County's Offices of Planning and Community Conservation should be encouraged to use these guidelines to evaluate in-fill development in areas of Lutherville outside the historic district.
- Action 4:** The LCA should work with the County and State to develop a plan and funding strategy to replace modern street signs, streetlights, and other fixtures in the historic district with historically compatible fixtures. Funding for signs would be provided either by LCA or through grant application.
- Action 5:** The LCA should work with Bell Atlantic and BGE to develop a cost estimate and assess funding alternatives to determine the feasibility of undergrounding utilities in the historic district.

Goal: To enhance the appearance of the entire community.

- Action 1:** The LAC or a sub-committee of the LCA should encourage existing owners to upgrade the appearance of businesses within and adjacent to the community by adding landscaping; screening parking and loading areas; improving signage; and designing any building renovations to upgrade the existing appearance. Commercial design guidelines as proposed in Appendix F.
- Action 2:** LCA's zoning committee should monitor development proposals in the County's review process to ensure that adjacent commercial development provides adequate landscaping to screen service areas and buffer neighbors.
- Action 3:** The LCA should develop an annual award program to recognize "good neighbor" businesses for design enhancements (and community support).
- Action 4:** The LAC or a sub-committee of LCA should evaluate community entrance points and identify appropriate locations for signs and/or plantings to accent arrival in Lutherville. The LCA should work with property owners and the Lutherville Garden Club to develop planting and maintenance agreements.

CONCLUSION

Summary

While this Plan is intended to set forth long range goals for Lutherville, the future begins today. The community needs to be continually alert in order to realize the key goals of the plan: to divert conflicting uses and non-local traffic away from Lutherville's longstanding residential neighborhoods and to further enhance the attractive residential character of the community. Particularly important elements of the overall strategy include:

- a long-range zoning concept;
- a traffic mitigation plan;
- measures to enhance stream, woodland, and street tree resources;
- open space preservation, acquisition and enhancement;
- communication of the community's design objectives to the County and to property owners; and
- monitoring development proposals to ensure community objectives are achieved.

Implementing these strategies and accomplishing our goals will require everyone's participation in one way or another. Residents should let the LCA Board know your priorities and should volunteer to help on the issue most cared about.

Implementation Priorities And Responsibilities

The LCA Board, after input from the community, should establish implementation priorities and a "5 year Action Plan" for accomplishing these priorities. Implementation responsibilities need to be assigned among LCA's standing committees. Everyone in the community should be encouraged to work on an issue that is important to them.

Critical to implementation will be regular and effective communication between the Lutherville Community Association and the various County and State agencies charged with making decisions affecting the community's future. With the completion of the Community Plan, it may be appropriate to formalize responsibilities for communication relating to implementation of the plan, assigning to the LCA Long Range Planning, the LCA Zoning and the LCA Traffic Committees the responsibility for regular communication with key governmental officials and making periodic progress reports to the LCA Board and membership on the results of these communications.

Funding

While many of the recommended actions can be undertaken by the LCA or private property owners at little or no cost, there are a number of important projects that will be expensive. The LCA recognizes that in the current economic climate, Baltimore County and the state government have limited resources. The LCA will need to work in partnership with local residents and businesses to seek creative means of accomplishing the community's goals. For example, soliciting tax-deductible donations of Roland Run floodplain or access easements for pedestrian paths could reduce the cost of creating these community amenities.

A BRIEF HISTORY OF LUTHERVILLE

One of the earliest communities with a suburban flavor was Lutherville, the planned village of Lutheran ministers the Reverend Dr. John Morris and the Reverend Dr. Benjamin Kurtz, and Charles Morris of York, Pennsylvania. The founders envisioned the Lutherville Female Seminary, a woman's school that would reflect the values of their faith, as the village's focal point. After purchasing the land and dividing it into lots, the partners used the profits from the sale of these lots to construct the seminary, and a separate subscription raised money for the building of St. Paul's Evangelical Lutheran Church. The seminary opened in 1854. Tuition, room and board cost \$92.50 per session in 1855, and courses of instruction included philosophy, classical and modern languages, chemistry, mathematics and the arts. The founder's high moral character was reflected in the institution's strict disciplinary code. Chaperons accompanied the young ladies when not in class, and proper manners were strictly enforced. In 1880 Dr. J.H. Turner bought the school from Dr. Morris, and in 1895 he gained a college charter for the institution, renaming it the Maryland College for Young Ladies. In 1898 it was sold to Dr. C. W. Gallagher. The original building was destroyed by fire in 1911, and in 1952 the college closed its doors.

Lutherville's early success rested on the attractions of the women's school and its suitability as a summer village for the city's wealthy. City businessmen turned summer residents waited for the Northern Central's commuter service into Baltimore. Commuter business subsided each October as families returned to Baltimore, only to revive by the middle of the next spring. The village's present train station, on Front Avenue, was built in the 1870s to replace an 1855 structure destroyed by fire.

From its earliest history in the 1850s until the present, Lutherville has been the home of many professionals, businessmen and politicians. Probably the village's most famous resident was Congressman J.F.C. Talbott, whose home, Keyburn, stood until the 1920s on Front Avenue near Melancthon Avenue. Lutherville's other prominent nineteenth century resident, the Reverend Morris, chartered the county's first historical society in 1886 and served as president of the Maryland Historical Society in 1895. Other important residents included Judge D. C. H. Emory, the Reverend William Heilig and Jasper M. Berry.

With its many influential residents, Lutherville enjoyed various improvements unusual for its size. In 1868 it became the first incorporated town in the county. Headed by a three-member board of commissioners, the village improved its streets and added a drinking water basin to the west of Spring Avenue before the repeal of incorporation in 1874. During the 1880s James Reese, John H. Emory and others led a successful drive to construct a town hall where lectures, music recitals and social functions could be held. Standing near the southwest corner of Francke and Seminary Avenues, the hall was used from the mid-1880s until 1894. In 1891 the Lutherville Improvement Association furthered the amenities begun during the incorporation period. Under the presidency of seminary Professor James Nussear, the association macadamized streets, built sidewalks and placed sixty street lamps around the village. The town's population of 700 in 1897 included a number of blacks who had arrived in the Reconstruction era and who lived in many of the same places their descendants do today: Lincoln Avenue, School Lane and West Seminary Avenue near the railroad tracks. But the village stood primarily as a summer retreat for urban families and as a popular residence for the political and business figures of Towson.

From: A Brief History of Baltimore County by Neal A. Brooks and Eric G. Rockel (Friends of the Towson Library, 1979)

BALTIMORE COUNTY ZONING INFORMATION

Note: For detailed information, see Baltimore County Zoning Regulations, 1987 Edition, as amended.

Zoning Terms and Classifications

Summary

Resource Conservation	
R.C. 2	Agricultural Protection
R.C. 3	Deferral of Planning and Development
R.C. 4	Watershed Protection
R.C. 5	Rural Residential
R.C. 20, R.C. 50.....	Resource Conservation -- critical area
Density Residential	
D.R. 1, 2, 3.5, 5.5, 10.5 & 16	Density Residential -- for low, medium and high density urban residential areas. Numeral in each classification indicates maximum number of units permitted per acre. No standard minimum lot size is required except for small tracts.
Residential Transition Areas ...	Residential areas where dwelling type and lot size requirements must be compatible with existing residences or subdivision lots.
Elevator Apartment	
R.A.E. 1	Residence, Apartment, Elevator -- for mid-rise elevator apartment building development in designated town and community centers. Forty density units per acre.
R.A.E. 2	Residence, Apartment, Elevator -- for high-rise elevator apartment buildings within designated town centers only. Eighty density units per acre.
Office	
R.O.A.	Residential Office -- (Class A) to accommodate house conversion to office buildings as of right.
R.O.	Residential Office -- to accommodate house conversion to office buildings as of right; small conventional office buildings permitted by special exception.
OR-1	Office / Residential -- to accommodate development or limited enlargement of a single medium-size office building or residential development potential to D.R. 5.5.
OR-2	Office / Residential -- to provide for development of office buildings with supportive accessory commercial uses or residential development potential to D.R. 10.5.
O-3	Office Park Zone -- to provide a zone to be used exclusively for office development.
O.T.	Office and Technology -- to permit employment-intensive office development in combination with certain high technology and residential development.
S.E.	Service Employment -- to permit and encourage the development of offices, related business service uses and small, low impact, light industrial uses; stresses compatibility with residential uses.
Business	
R.C.C.	Resource Conservation -- Commercial
C.B.	Community Business -- to provide for daily shopping and service needs of nearby residents through small businesses which do not generate large amounts of traffic; stresses compatibility with residential uses.
B.L.R.	Business Light Restricted -- to permit a range of retail and service uses; performance standards are required to protect adjacent communities.
B.L.	Business Local - small-scale commercial
B.M.	Business Major - large-scale commercial
B.R.	Business Roadside - the most permissive commercial classification
B.M.M.	Business Maritime Marina -- is established to accommodate water-dependent facilities and associated uses at a scale in keeping with the surrounding residential community.
B.M.B.	Business Maritime Boatyard -- is established to accommodate water-dependent facilities and includes more intense uses than those permitted in the B.M.M. zone.
Manufacturing	
M.R.	Manufacturing Restricted -- the most restrictive industrial classification.
M.L.R.	Manufacturing Light Restricted -- permits industrial plants and offices with convenient access to expressways to serve as industrial employment centers.
M.L.	Manufacturing Light -- provides for light industrial uses such as assembly plants, processing, etc.
M.H.	Manufacturing Heavy -- the most permissive industrial classification.

Districts -- to further the purposes of zones; they provide greater refinement in land use regulation.

A.S. Automotive Service

C.T. Commercial, Town-Center Core

C.R. Commercial, Rural

I.M. Industrial, Major

C.C.C. Commercial, Community Core

ALTERNATIVE FUTURES FOR LUTHERVILLE

The Development of Alternatives

In 1988 several "Alternative Futures" were developed for the community by a planning consultant, Wallace, Roberts and Todd, to illustrate different approaches that the LCA and Baltimore County can take to preserve the existing character of the community, its historic value, and its natural environmental amenities in the face of pressures for change.

The Preferred Alternative

After review and discussion of the alternative concepts for Lutherville's future, the Long Range Planning Committee and the members of the Board of the Lutherville Community Association decided in favor of combining desirable features of the Diversion and Enclosure Alternative and the Buffered Joint Development Alternative to serve as a basis for the community's plan. The light rail station locations of the Diversion and Enclosure Alternative, its "community service" designations for both the College Manor site and the Lutherville School, its proposed open space enclosure of Country Club Park, and its emphasis upon respecting the boundaries of the Lutherville local historic district have been incorporated in its plan. These are supplemented with the buffer principle set out in the Buffered Joint Development Alternative, defining stream valley floodplains, and wooded areas as important boundaries to be respected in planning and zoning, and as features to be preserved in the development process.

This plan has evolved considerably as ideas about how the community can achieve its objective have become more specific. However, the basic framework for the plan uses many of the principles initially set forth by Wallace, Roberts and Todd.

DRAFT TRAFFIC MITIGATION PLAN

Reducing the amount and speed of traffic cutting through Lutherville will not be easy. Many solutions have been discussed. Most are controversial because any change in traffic pattern inconveniences some people who may have to drive a little further. Also reduction of traffic on one street means increasing traffic on another. However, pedestrian safety and enjoyment of the community are concerns shared by all of us. The following traffic mitigation measures are presented in two groups:

Short term: These are the measures that appear to have broadest support in the community and are relatively low cost.

Alternatives: These mitigations proposals are more controversial and should be given additional study in the future if implementation of the short term measures is not effective.

Consensus will have to be developed by the LCA before major changes will occur. Short term testing of some measures may be the best means of evaluating effectiveness and building support.

SHORT TERM MITIGATION MEASURES

1. Cut-Through Traffic

Work with the owner of the Timonium Mall to reduce cut-through traffic between Ridgely Road and Aylesbury.

2. Sidewalks or Walkways

The asphalt pathways that once paralleled many of the avenues in old Lutherville have badly deteriorated or disappeared entirely. The Lutherville Elementary School reopened in 1993, but the Board of Education considers our children sufficiently in danger to spend many thousands of dollars busing students from as close as a block away. Construction of sidewalks on at least one side of our residential streets would not only increase safety for both children and adults, but it should provide a savings from the cost of busing children within walking distance of the school. A one-time expenditure for sidewalks is economically much more efficient than an ever increasing annual expenditure for busing. Asphalt paths which are cheaper than concrete sidewalks would be appropriate.

The LCA needs to work with the Dept. of Public Works and the Board of Education to identify path locations, funding, and the quickest means of installation.

3. Kurtz and Francke between Ridgely and Seminary Avenue.

Francke and Kurtz/Front Avenues are "short cuts" through the Historic District for residents coming from the west on Seminary as far away as the Valleys, and all points between.

The volume and speed of through traffic divides the historic community, reduces pedestrian enjoyment and increases safety hazards to children and adults alike.

To improve the existing situation, conversion of Francke to one-way northbound from Lincoln to Ridgely Road and conversion of Kurtz Avenue and Front Avenue to one-way southbound from Ridgely Road to Seminary Avenue is proposed. The streets should simultaneously be

restriped to provide one motor vehicle lane with a pedestrian walking/jogging lane and bike lane. Stop signs and pedestrian crosswalks should be used at key intersections. North Avenue is in terrible condition and needs to be resurfaced.

It is desirable to test the effectiveness of this solution by using signing and/or striping to close one lane of traffic for a 1-2 month test period. If this approach is not satisfactory, the alternative of simply making Kurtz and Francke one way between Ridgely and Melanchton should also be tested.

One way streets with bike and pedestrian lanes and additional stop signs should reduce the amount of traffic cutting through our neighborhood, as well as overall vehicle speed, with minimal impact to the immediate residential area. Over 30 homes on these combined routes will have much increased safety and less noise, dust and fumes. In exchange they may have to change their habitual route to and from their homes to accommodate the one-way streets. Overall, it will bring the community closer together and discourage ever-increasing through traffic.

4. Traffic Light on Seminary at Greenspring.

Greenspring is the main gateway to the Country Club Park neighborhood. Although the sight distance at the intersection of Greenspring and Seminary has been improved by the State, visibility is still blocked by trees and vegetation. Given the speed of traffic on Seminary, this intersection currently is both a safety hazard and inconvenient. A traffic light would resolve the safety problem and the anxiety of waiting until one "thinks" the eastbound traffic lane is clear. A traffic light will be installed if it meets the warrants.

5. Cul-De-Sac Melanchton Ave. between Division and York Road.

Attempts at commercial redevelopment of the Jack's Corned Beef site have revealed the State Highway Administration's and the County Public Works Department's intent to close the York Road entrance nearest to the Bellona intersection. Due to the difficulty of turning left onto York Road, many drivers will choose to use Melanchton Road to exit.

Experience with Jack's Corned Beef has not been good. Extensive littering, speeding, and even picnickers on residents' lawns, recommend strongly against allowing Melanchton Avenue to remain open. If Melanchton is converted to a dead end street just before it reaches the commercial properties, parking for Jack's and Kirsch's Dry Cleaning will be combined, with access for both from Bellona Avenue. Integrating the use of these two commercial properties would provide safer access, prevent existing traffic from being diverted down Melanchton Avenue and would provide a more attractive landscaped frontage along the York Road-Bellona intersection. At a heavily attended General Meeting of the Association the vote was almost unanimous to close Melanchton for the above reasons. Since that time a county hearing officer has approved the road closing.

ALTERNATIVE MITIGATION MEASURES

Only if it is not possible to reduce cut through traffic via recommendations #3 above, consideration should be given to redirecting traffic to minimize its impact.

1. Extension of Front Avenue between Melanchton and Ridgely Avenue

LCA will study a possible extension of Front Avenue to Ridgely Road with assistance from Baltimore County.

2. Reduce traffic on Bellona Avenue between Charles Street and York Road

LCA will study the reduction of traffic on Bellona Avenue between Charles Street and York Road with the assistance of Baltimore County.

3. If future improvements are made to the Charles Street, Bellona Avenue, I-695 Interchange, consideration should be given to discouraging through traffic via Bellona Avenue.

IMPLEMENTATION

Some projects like sidewalks, asphalt pathways, stop signs, and restriping of streets to provide pedestrian and bike paths, can be done at relatively little cost to solve immediate safety problems. The LCA Traffic Committee should start action on these as soon as possible.

Other options will take time to achieve consensus. It is important that these options are in the Plan to encourage further discussion as we test and evaluate the effectiveness of the various short-term mitigation measures.

GUIDELINES FOR NEW RESIDENTIAL DEVELOPMENT

The Baltimore County Landmarks Preservation Commission's handbook, Historic Design Guidelines: Basic Principles of Historic Preservation, has useful guidelines for the rehabilitation of historic resources. However, the handbook's guidelines for new construction related to historic resources are so general that more specific guidelines are needed. Guidelines are also needed for residential development outside of the historic district. Architectural styles are more diverse outside the historic district, but compatibility with the well established character of Lutherville's neighborhoods is nonetheless important.

The following guidelines should apply to new residential development throughout the community.

Large Developments (Major subdivisions - 4 lots or more)

Section 26-282 of Baltimore County's Development Regulations sets forth the following guidelines on "compatibility" which are also very general, but would be helpful in evaluating a relatively large infill development such as College Manor or the Bautz property:

1. The arrangement and orientation of the proposed buildings and site improvements are patterned in a similar manner to those in the neighborhood;
2. The building and parking layouts reinforce existing building and streetscape patterns and assure that the placement of buildings and parking lots have no adverse impact on the neighborhood;
3. The proposed streets are connected with the existing neighborhood road network wherever possible and the proposed sidewalks are located to support the functional patterns of the neighborhood;
4. The open spaces of the proposed development reinforce the open space patterns of the neighborhood in form and siting and complement existing open space systems.
5. Locally significant features of the site such as distinctive buildings or vistas are integrated into the site design;
6. The proposed landscape design complements the neighborhood's landscape patterns and reinforces its functional qualities;
7. The exterior signs, site lighting and accessory structures support a uniform architectural theme and present a harmonious visual relationship with the surrounding neighborhood;
8. The scale, proportions, massing and detailing of the proposed buildings are in proportion to those existing in the neighborhood.

Single Family Homes (Minor subdivisions and existing lots of record)

Since most infill development will be single family homes, it seems useful to have more specific guidelines to ensure that new homes are compatible with the overall character of the community and do not adversely impact the adjacent historic properties. These guidelines are not intended to frustrate property owners' desires or to stifle design creativity by dictating a single design solution. They are intended to provide a flexible framework for designing new development that harmonizes with the well-established character of Lutherville's historic and non-historic neighborhoods.

1. Architecture:

Within the Historic District, the architecture of new development should be compatible with adjacent *historic* structures. Architecture that utilizes the building proportions, gabled roofs, fenestration, porches, materials, and some architectural detailing that is typical of the Victorian period is strongly *preferred*. Elsewhere in the community, traditional pre-twentieth century American architectural styles are preferred (i.e. Federal, Georgian, Cape Cod, etc.) More contemporary styles are discouraged (i.e. split-level, rancher, etc.)

2. Building Orientation

On lots adjacent to a public street, the front facade of homes must orient toward the street. Panhandle lots are not in keeping with Lutherville's existing development pattern and are discouraged. However, if the County were to approve panhandle lots, homes should be oriented diagonally or sideways to avoid facing the rear of adjacent homes. Landscaping or fencing should be provided if necessary for privacy.

3. Building Setback

Homes should be setback the same distance from the street as adjacent homes. If these vary, the average of the two neighboring property setbacks should be used. On panhandle lots, minimum front setbacks required by zoning may be used as long as privacy for neighboring rear yards is provided.

4. Shade Trees

Lutherville derives much of its character from its wealth of shade trees. The County's landscaping regulations require that deciduous street trees be located along the property's street frontage. Species used should be tall (50 ft. or more) at maturity where there are no overhead wires, with smaller trees beneath wires. Spacing for street trees should be forty foot or to match existing spacing. In addition to street trees, at least two other shade trees per lot are requested on new lots.

GUIDELINES FOR ENHANCING THE APPEARANCE OF NON-RESIDENTIAL PROPERTIES

Commercial and other non-residential properties along the edges of Lutherville (York Road, Ridgely Road and Bellona Avenue) function as entrances to the community. First impressions do count and the LCA should encourage all abutting commercial properties to be "good neighbors." Even more important are the non-residential properties that lie within the Lutherville historic district. The guidelines for these properties are more extensive and emphasize compatibility with the historic district.

Businesses Adjacent to Lutherville

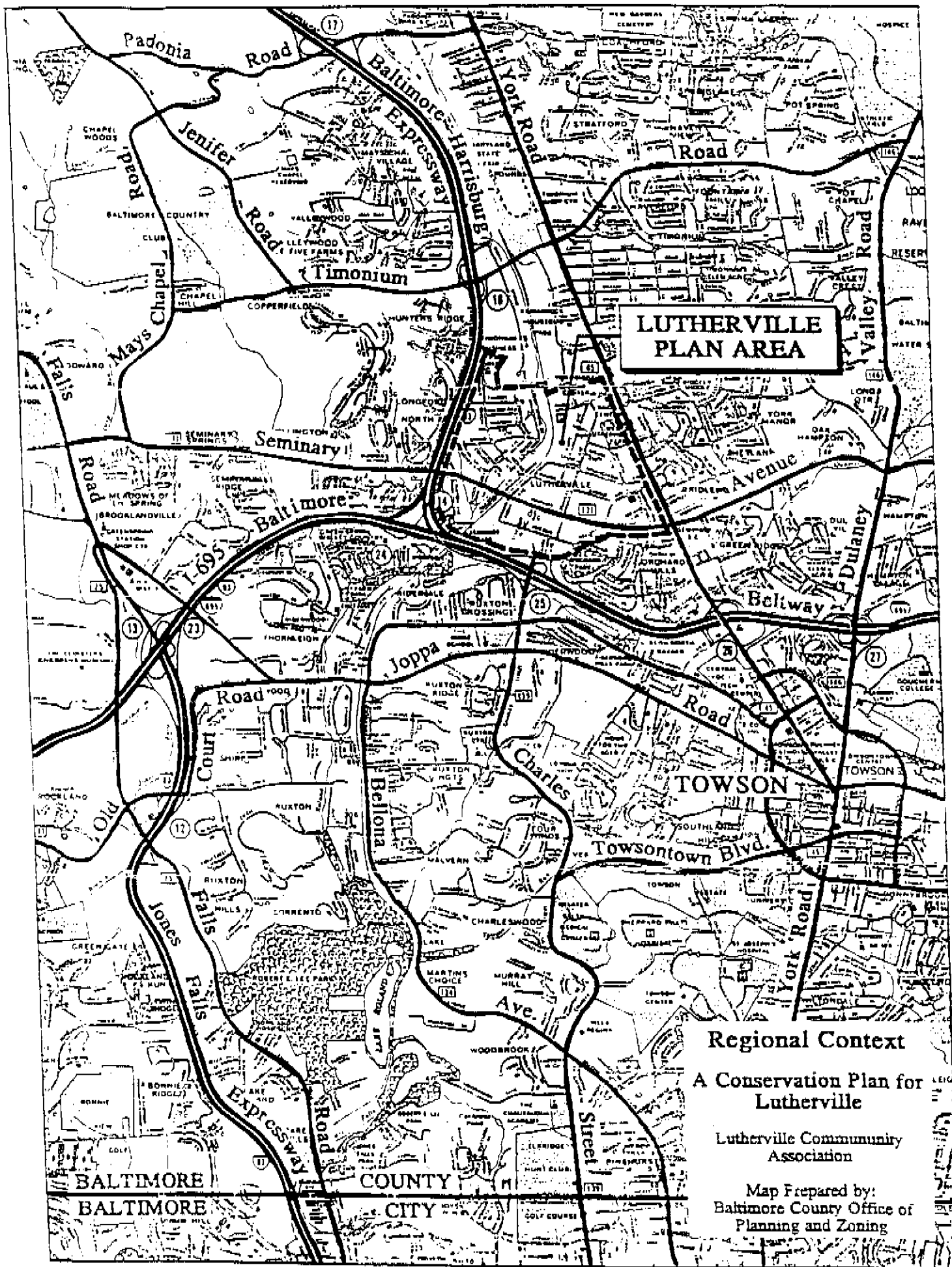
The appearance of businesses along York Road, Ridgely Road and Bellona Avenue varies greatly. LCA should make specific requests on a case by case basis as appropriate.

- 1). Landscaping should be provided to screen dumpsters, parking areas, and storage areas. Street trees to enhance the street frontage is very desirable. Ornamental landscaping to enhance the building, driveway entrances, and parking areas is desired.
- 2). Signage should meet current county sign code requirements, be attractive and be professionally designed.
- 3). Renovations or new construction -- The eclectic architecture of existing non-residential properties is accepted, if not beloved. Renovations or new construction which employs Victorian architectural elements in a traditional or contemporary manner to reflect the character of the community would be desirable at community entrances.
- 4). All building elements should be well maintained.

Businesses within historic Lutherville

In addition to the above guidelines the following apply to businesses within the historic district:

- 1). Signage -- should comply with the sign design guidelines for historic districts set forth in the Baltimore County Landmark Preservation Commission's handbook, Historic Design Guidelines: Basic Principles of Historic Preservation.
- 2). Renovation or new construction -- The architecture of most of the historic district commercial properties is not distinctive. Any renovation or new construction provides an opportunity to upgrade the business' physical appearance and therefore its commercial appeal. *Hiring an architect is strongly recommended.* A good architect can suggest affordable means of making a commercial property more compatible with the Victorian character of the historic district. Even paint colors and sign design can make a huge difference. The Lutherville Architectural Advisory Committee can provide free design advice to property owners thinking about possible improvements.



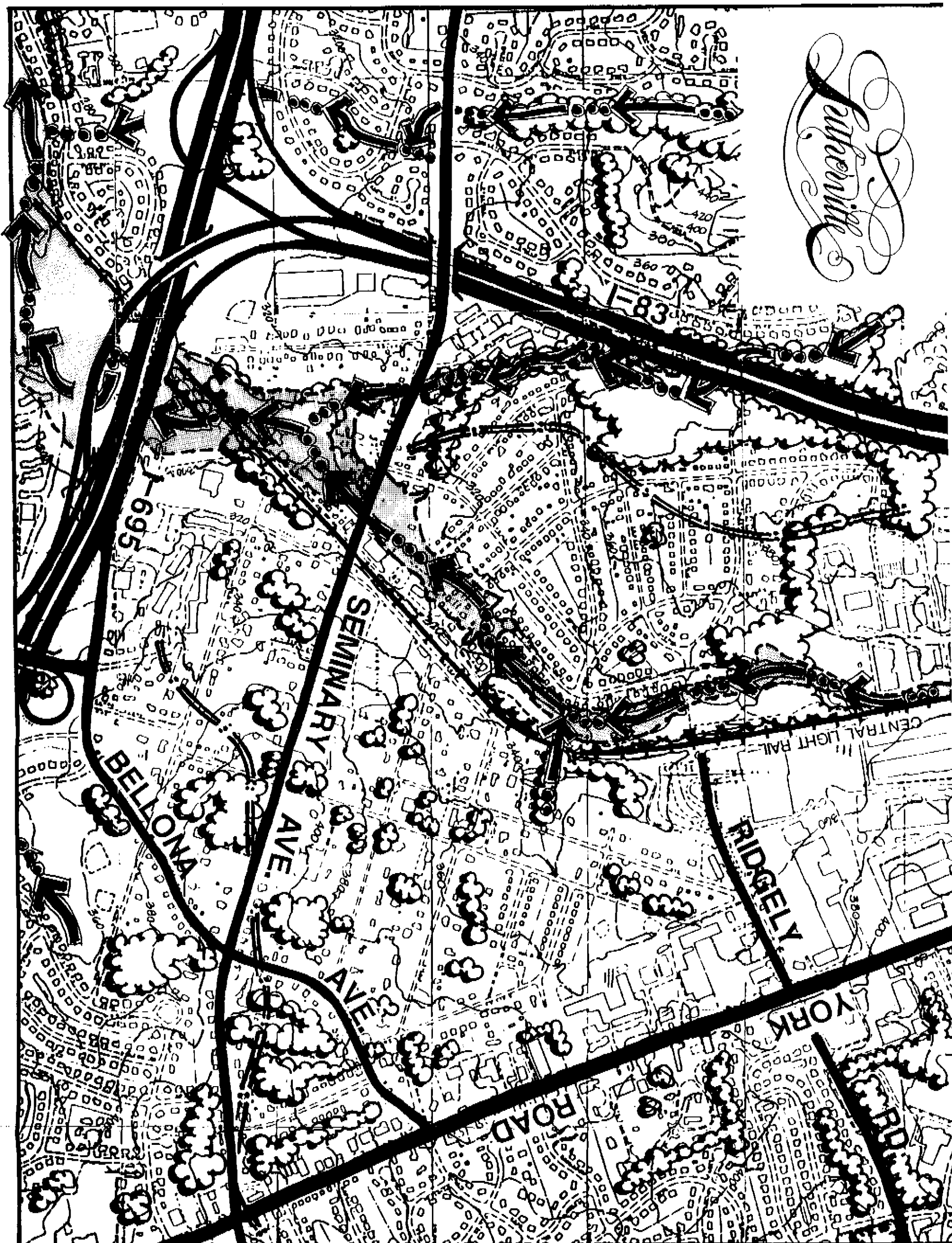
Regional Context

A Conservation Plan for Lutherville

Lutherville Community
Association






Map Prepared by:
Baltimore County Office of
Planning and Zoning

Lutherville



Map 3

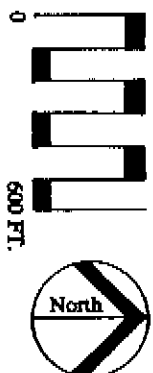
Natural Environment

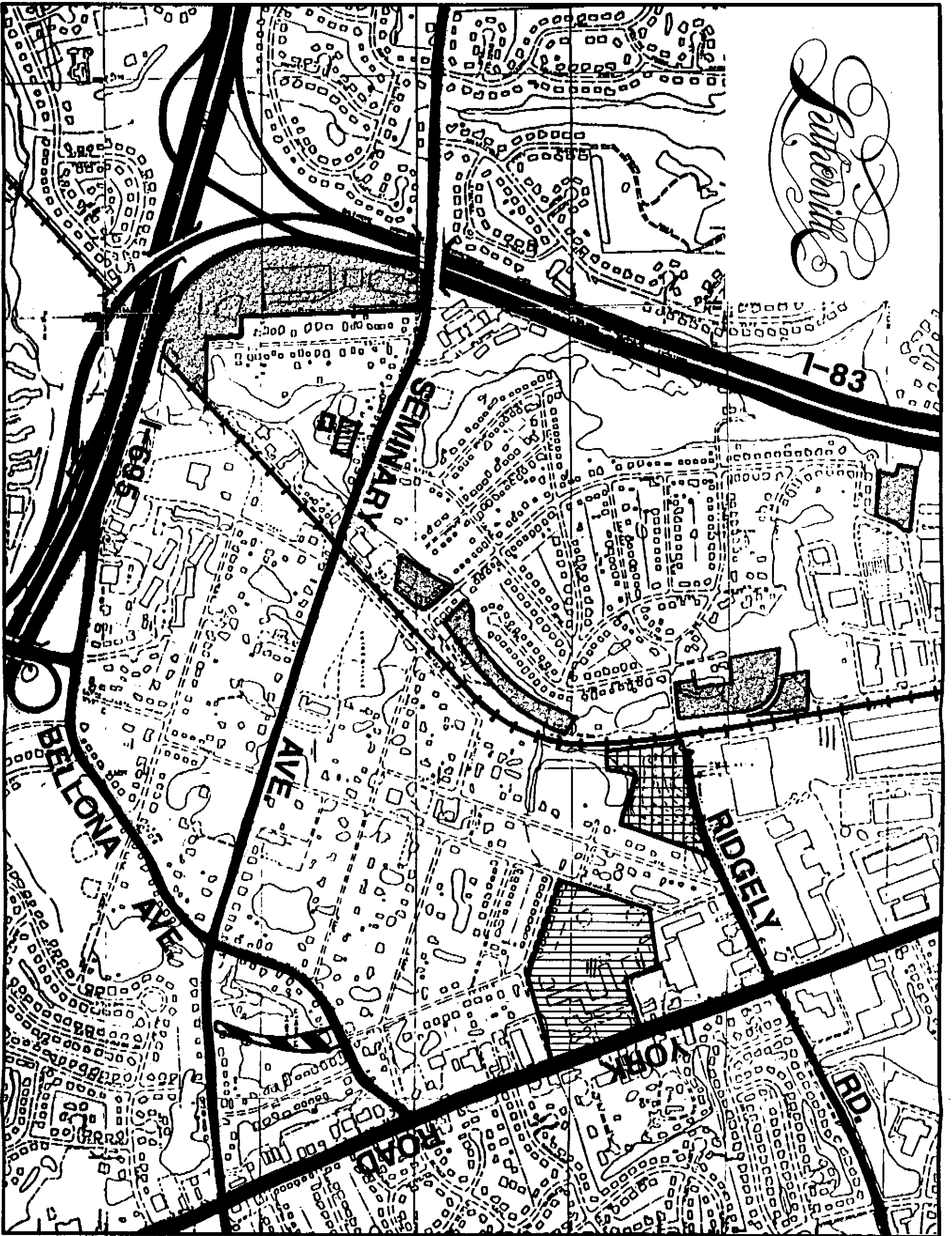
-  20' Contour Interval
-  Ridge
-  Stream
-  Approximate 100-Year Floodplain
-  Woods

A Conservation Plan for Lutherville

Lutherville Community Association

Map Prepared by:
Baltimore County Office of
Planning and Zoning





Map 4

Open Space
& Recreation

PUBLICLY OWNED LAND

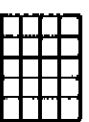
Recreation & Parks



Board of Education



Park & Ride Lot



Fire Department
Department of Aging

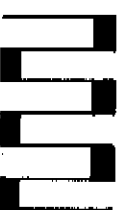


Regional Context

A Conservation Plan for
Lutherville

Lutherville Community
Association

Map Prepared by:
Baltimore County Office of
Planning and Zoning



600 FT.





Baltimore County
Office of Planning
County Courts Building
401 Bosley Avenue
Towson, Maryland 21204